

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2013-0256 Date: 21 October 2013 Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.
This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].	
Design Approval Holder's Name: AIRBUS	Type/Model designation(s): A330 and A340 aeroplanes
TCDS Number:	EASA.A.004 and EASA.A.015
Foreign AD:	Not applicable
Supersedure:	This AD supersedes the EASA AD 2011-0242 dated 19 December 2011 and corrected 15 February 2012.
ATA 56	Windows – Fixed Windows / Windshield Heating Connectors – Inspection / Replacement
Manufacturer(s):	Airbus (Formerly Airbus Industrie)
Applicability:	Airbus A330-201, A330-202, A330-203, A330-223, A330-223F, A330-243, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342 and A330-343 aeroplanes, all manufacturer serial numbers (MSN). Airbus A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, A340-541, A340-542, A340-642 and A340-643 aeroplanes, all MSN.
Reason:	Several operators reported cases of burning smell and/or smoke in the cockpit during cruise phase leading in some cases to diversion. Findings have shown that the cause of these events is the burning of the Saint-Gobain Sully (SGS) windshield connector terminal block. This condition, if not corrected, could significantly increase the flight crew workload which would, under some flight phases and/or circumstances constitute an unsafe condition. To address this unsafe condition, Airbus published 3 different Service Bulletins (SB) and EASA issued AD 2011-0242 (later corrected) which required the identification of the installed windshields and replacement of the affected part. Since issuance of that AD, a new occurrence in service led Airbus to identify a new batch of affected parts. For the reasons described above, this AD retains the requirements of EASA AD 2011-0242, which is superseded, and requires identification and replacement of the additionally identified windshields.

Effective Date:	04 November 2013
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: Re-statement of requirements of EASA AD 2011-0242: (1) Within 1 200 Flight Hours after 02 January 2012 [the effective date of EASA AD 2011-0242], inspect to identify the manufacturer, the Part Number (P/N) and Serial Number (S/N) of the Left Hand (LH) and Right Hand (RH) windshields installed on aeroplane in accordance with the instructions of Airbus Service Bulletin (SB) A330-56-3009 Revision 01, or SB A340-56-4008, or SB A340-56-5002, as applicable to aeroplane type and model. A review of aeroplane delivery or maintenance records is acceptable to determine the Manufacturer, P/N and S/N of the installed windshields, provided the Manufacturer, P/N and S/N of the installed windshields can be conclusively determined from that review. (2) If the installed LH and/or RH windshield(s) is/are manufactured by SGS and the identified P/N and S/N is/are listed in Airbus SB A330-56-3009 Revision 01, or SB A340-56-4008, or SB A340-56-5002, as applicable to aeroplane type and model, within 9 months after 02 January 2012 [the effective date of the EASA AD 2011-0242], replace the affected LH and/or RH windshield(s) in accordance with the instructions of Airbus SB A330-56-3009 Revision 01, or SB A340-56-4008, or SB A340-56-5002, as applicable to aeroplane type and model. New requirements of this AD: (3) Within 6 months after the effective date of this AD, inspect to identify the manufacturer, the P/N and S/N of the LH and RH windshields installed on aeroplane in accordance with the instructions of Airbus SB A330-56-3009 Revision 03, or Airbus SB A340-56-4008 Revision 02, or Airbus SB A340-56-5002 Revision 02, as applicable to aeroplane type and model. A review of aeroplane delivery or maintenance records is acceptable to determine the Manufacturer, P/N and S/N of the installed windshields, provided the Manufacturer, P/N and S/N of the installed windshields can be conclusively determined from that review. (4) If the installed LH and/or RH windshield(s) is/are manufactured by SGS and the identified P/N and S/N is/are listed in Appendix 2 of Airbus SB A330-56-3009 Revision 03, or Airbus SB A340-56-4008 Revision 02, or Airbus SB A340-56-5002 Revision 02, as applicable to aeroplane type and model, or if Manufacturer, P/N or S/N is not identifiable, within 6 months after the effective date of this AD, replace the affected LH and/or RH windshield(s) with a serviceable part in accordance with the instructions of Airbus SB A330-56-3009 Revision 03, or SB A340-56-4008 Revision 02, or SB A340-56-5002 Revision 02, as applicable to aeroplane type and model. Note: A serviceable windshield is a windshield not listed in Appendix 1 of Airbus SB A330-56-3009 Revision 03, or SB A340-56-4008 Revision 02, or SB A340-56-5002 Revision 02, or included in the list but having a suffix "U" added to the S/N on the identification plate. (5) An aeroplane which, before the effective date of this AD, has been inspected and, depending on findings, corrected as required by paragraphs (1) and (2) of this AD, is not affected by the requirement of paragraphs (3) and (4) of this AD, provided that, since those actions were accomplished on that aeroplane, no replacement windshield has been installed with a P/N and S/N as listed in Appendix 2 of Airbus SB A330-56-3009 Revision 03, or Airbus SB A340-56-4008 Revision 02, or Airbus SB A340-56-5002 Revision 02, as applicable to aeroplane type and model. (6) From the effective date of this AD, do not install on an aeroplane any affected windshield from SGS and having a P/N and S/N as listed in

	Appendix 1 of Airbus SB A330-56-3009 Revision 03, or Airbus SB A340-56-4008 Revision 02, or Airbus SB A340-56-5002 Revision 02, as applicable to aeroplane type and model, unless a suffix "U" has been added on the S/N identification plate.
Ref. Publications:	Airbus SB A330-56-3009 original issue dated 04 May 2010 or revision 01 dated 27 January 2011, or revision 02 dated 08 February 2012, or Revision 03 dated 01 August 2013. Airbus SB A340-56-4008 original issue dated 04 May 2010, or revision 01 dated 08 February 2012, or Revision 02 dated 01 August 2013. Airbus SB A340-56-5002 original issue dated 04 May 2010, or revision 01 dated 08 February 2012, or Revision 02 dated 01 August 2013. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks:	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 18 September 2013 as PAD 13-142 for consultation until 15 October 2013. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EIAL; E-mail: airworthiness.A330-A340@airbus.com.